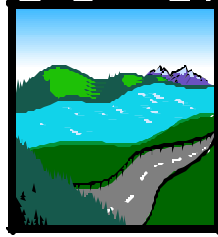


Auke Bay



Corridor Study

Auke Bay Corridor Reconnaissance Study
Citizen Advisory Committee Meeting #4
Thursday, May 15, 2003
7:00 to 9:30 p.m.
Chapel By the Lake, Smith Hall

NOTES

(Note: CAC Member comments and questions underlined and italicized)

CAC Members present:

Bill Cole	Paul Kraft
Dick Deems	Nancy Lehnhart
Ron Flint	Jeff Pilcher
Steve Ignell	Don Reid
Garry Jenkins	Tom Satre
Keith Kelton	Eric Twelker
Ron Klaut	

Members of the public in attendance:

Nathan Bishop (Project Steering Committee)
Keith Gerken (Project Steering Committee)

Project Staff present:

DOT&PF Southeast Region
Chris Morrow, P.E., Preliminary Design Group Chief
Michael Lukshin, P.E., Project Manager
David Hawes, Transportation Planner

USKH, Inc.

Lance Mearig, P.E., Project Manager
Julianne Hanson, P.E., Meeting Facilitator
Dustin Johnson, Staff Engineer

Kinney Engineering

Randy Kinney, P.E., Traffic Engineer

7:05pm - **Introduction and Welcome** – Julianne Hanson

Recapped three previous CAC meetings.
Reviewed the project preliminary purpose and need statement.
Presented the meeting format.

7:12pm – **DOT's goals for this meeting** - Mike Lukshin

Described how DOT&PF will use the feedback from tonight's meeting in the project development, stressing that CAC member feedback would be most effective if they described why they liked or disliked a concept.

7:18pm – **Background of the Concepts** – Lance Mearig

Explained to the CAC how USKH combined ideas to form seven concepts that each span the corridor and address the identified problems.

7:25pm – **Future Traffic Performance of Existing Alignment** – Randy Kinney

The intersections of Fritz Cove Road with Glacier Highway, Backloop Road with Glacier Highway, and the back entrance to UAS with Backloop Road have all shown that improved intersection traffic control will be necessary to accommodate future growth. A signal or roundabout at Fritz Cove Road has been considered for all concepts. A double lane roundabout would be necessary at this location. If a signal were installed, five lanes would be needed on Glacier Highway. A roundabout or a signal could be put in place at the intersection of Backloop Road and Glacier Highway. At this location a single lane roundabout would be sufficient. If a signal were installed, four lanes would be required for Glacier Highway. Randy said two lanes would still work on Glacier Highway, but future 2029 traffic volumes would require turn lanes at the intersections. Randy strongly recommended a two-way left turn lane (TWLTL) from the Fritz Cove intersection to near the Waydelich Creek area.

7:30pm – **Questions and Comments** – Julianne Hanson

The floor was open to questions and comments before the presentation of concepts.

Why isn't the corridor extended towards Juneau? What's the point of upgrading the road in Auke Bay if the road into the area isn't able to keep up? There could be future bottlenecks/safety hazards with increased traffic volumes. As an example, there are no turning lanes in the section of road from Engineers Cutoff Road leading to Fritz Cove. With several houses located on this stretch of Highway there could be turning conflicts leading to backups/collisions. Do you know when a TWLTL is needed? We won't have an answer until the final traffic report is complete.

7:35pm – **Presentation of Concepts** – Julianne Hanson and Lance Mearig

Lance Mearig introduced each concept with a brief overview. Julianne Hanson randomly selected CAC members to score the concept and present their reasoning or opinion. Every member of the CAC was given an opportunity to voice their opinion on how the feel each alternative meets the purpose and need statement.

Each CAC member was given the opportunity to score the concept by a gradient scale of agreement. The scale ranged from one to five and each number represented the following:

1. Endorse
2. Agree with reservation
3. Mixed feelings
4. Don't like but won't reject
5. Reject

Concept 1

- Why can't we bring the traffic all the way around Auke Bay (i.e. No traffic on Back Loop Road and Glacier Highway through Auke Bay)
- Good idea on getting people around Auke Bay.
- Misses the point of the goals set for this project. People will probably still use the old road running through Auke Bay.
- Doesn't address the NOAA Lab curve problems.
- Doesn't address any of the goals set for this project. Why can't we get the bypass road further uphill away from Auke Bay? It seems like we're taking the traffic from the front yard and moving it to the back yard.
- The bypass is good, but this concept misses most of the problems in the Auke Bay area.
- Notes problems on Backloop Road at Goat Hill. Traded one set of problems for another.
- What about the O-D study? How much benefit to the total traffic?
- The NOAA lab curve isn't addressed in this concept.
- This concept increases the number of curves within the Auke Bay area and could result in more cars in the ditch in winter.
- May ruin the view from UAS across the lake.
- Area behind Auke Bay School is valuable to the kids and school's activities.

Concept 1						
Endorse	Agree with reservation	Mixed feelings		Don't like but won't reject		Reject
		X	X	X	X	X
		X		X		X
				X		X
				X		X
						X

Concept 2

- Good idea for a bypass, but is this really feasible? Can you tunnel under the University?
- Likes the roundabout. DeHart's intersection is better.
- Totally impractical
- Concerned about the construction disruption to the university
- This probably would be the best idea for the 50-year outlook of the community if we ignore the money issue.
- Waste of money.
- Allow for an off ramp for UAS access to take pressure off the NOAA lab curve.
- Could we do this and implement traffic calming measures on the NOAA lab curve?
- We need the ability to turn left toward town from Backloop Road at the overpass.
- Terrible impact on the university
- Would it be possible to move the bypass higher uphill away from the community of Auke Bay?
- Doesn't fix other problems in the Auke Bay area.
- Bypass is a good idea.
- Concern over kids getting to school and overall pedestrian safety.
- Off ramps would improve this concept

- Don't expect a lot of NOAA people to relocate to the new Lena Point lab because of a limited construction budget and UAS plans to expand the use of the Anderson Building labs.

Concept 2				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
	X	X	X	X
	X	X	X	X
	X	X		X
	X			X

Concept 3

- Too many ideas squished into this concept. Half bypass and half through the community doesn't work.
- How to do you go inbound toward town from DeHart's? What about a couplet with the new tunnel and the old alignment?
- Gets away from UAS entrance, which is better than concept 2.
- Terrible idea, worst concept of all. Puts traffic right through the community of Auke Bay.
- Wrecks Chapel by the Lake and UAS.
- This concept takes away valuable land that the university needs for future growth.
- What's the point of going through the university without bypassing the community of Auke Bay?
- Bad for the university.
- The NOAA lab corner is fixed, but the rest of the concept is bad.
- Too expensive for what you get.
- Good idea incorporating a roundabout to slow the traffic through the community of Auke Bay.
- If there isn't going to be a bypass there needs to be a roundabout to slow traffic going through the community of Auke Bay.
- This fixes the Wye intersection, Fritz Cove Road intersection and the NOAA lab curve and do we really need a bypass?

Concept 3					
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject		Reject
	X	X	X	X	X
			X	X	X
			X		X
					X
					X
					X

Concept 4

- Solves the problems of the present but doesn't address the long-range future problems.
- Has low impact on the community, which is good.
- I like how it fixes all the geometric problems within the project.
- Conservative and modest.
- It achieves all the goals that we've set for this project.

- Would rather see a bypass, but this idea is realistic.
- Concerned about the route and taking out houses.
- Straight forward and simple
- Concerned about boat trailer parking along Backloop Road from Caroline Street down. But if a roundabout is in place, and it can solve this problem this idea would work.
- Probably lowers travel speeds, which is safer. Likes roundabout and signal.
- What about a roundabout at Fritz Cove and Glacier Highway?
- Good idea but would prefer a bypass.
- Combine the corner cut with the bypass would be the best.
- Roundabouts could cause problems for large rigs pulling trailers.
- Looking long term a bypass is necessary to preserve the community of Auke Bay.
- Fixes NOAA curve.
- Still keeps a lot of traffic flowing through the community of Auke Bay.

Concept 4				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
X	X	X	X	X
X	X	X		
	X			
	X			
	X			
	X			
	X			

Concept 5

- This idea is good and takes care of everything, but still want bypass.
- This idea is OK but there still will be a lot of traffic flowing through the community of Auke Bay.
- Bypass is needed for the long term future growth outside of the Auke Bay area (i.e. the road out of Juneau, or Greens Creek development)
- Prefer a bypass, but a bridge would be a neat idea, but traffic is still flowing through Auke Bay.
- It's a good idea to straighten out the NOAA lab curve.
- Concern about the amount of rock coming out of the corner of Fritz Cove Road. do we really want to move that much rock?
- Concept 4 would be better for this type of route.
- Concern over the bridge running over the hatchery on Auke Creek. It is essential that water quality remains where it's at for fish habitat.
- This concept would hinder the university plans of expansion.
- Concept 4 was a better idea.
- Not a good idea to bring the road closer to the NOAA lab.
- Concerned about a 3-lane road section.

Concept 5				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
	X	X	X	X
	X	X	X	
		X	X	
		X	X	
		X	X	

Concept 6

- This idea addresses everything the CAC has talked about
- Would like to see the bypass route run higher up the hill.
- **Use the corner cut from concept 4 and the bypass from concept 6. ***
- This idea is the best of the worst.
- Move the bypass further up the hill (only maybe 500 yards or so from what's shown)
- Mixing too many ideas but this idea has merits.
- Modify this idea with the corner cut from concept 4.
- Boat trailer concerns with this concept.
- What's the point of a bypass if you leave the community of Auke Bay at the intersection of Backloop Road and Glacier Highway?
- This concept may interfere with future UAS expansion.
- Don't like the idea of a bridge
- Roundabout at UAS on Backloop Road not good-impacts new UAS/National Guard Building.

Concept 6				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
X*	X	X	X	X
	X	X		
	X*	X		
	X*	X*		
	X*			
	X*			

* **Use the corner cut from concept 4 and the bypass from concept 6.**

Concept 7

- This idea makes the least sense of any concept presented.
- Solves no problems
- Why bypass around the lake only to come right back into the community of Auke Bay.
- Makes no sense.
- Helps Backloop traffic but, wouldn't help Auke Bay as a community.
- This idea would be good if a total bypass around the community of Auke Bay was put into place.
- It would be good if you could combine this idea with concept 6 for a total bypass
- This concept is definitely "not it"
- Concern about pedestrian traffic between UAS housing and campus.
- A total bypass would be better.

Concept 7				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
			X	X
			X	X
				X
				X
				X
				X
				X
				X
				X
				X
				X

9:15pm – **Where do we go from Here** – Julianne Hanson

The next CAC meeting will take place sometime in August. At that point three solid concepts will be presented to the CAC for their review. After the fifth and final CAC meeting a public meeting will be held.

9:20pm - **Where should the bypass leave the existing Glacier Hwy** –

Mike Lukshin

The bypass should follow the path of concept 7 and leave behind UAS housing and go higher on the ridge. This assures that the roadway would not hinder any future development by the university or the community of Auke Bay.